restrict the number of pass holders and banning of entry of the visitors upto 28.2.2000.

(iv) Deployment of sky marshals on flights at random basis as an added safety precaution.

(v) Raising of the perimeter wall to the prescribed height at all the operational airports.

(vi) Replacement of old X-ray machines and installation of new colour X-Ray machines wherever necessary so as to ensure that atleast 2 X-Ray machines are available at every point.

(vii) Modernisation and upgradation of security related technological set up of the airports is being done in a phased manner.

(c) and (d) The efficacy of security measures is reviewed at regular intervals by the Bureau of Civil Aviation Security and by Aerodrome Committee headed by Director, IGI Airport in which Police and other agencies are represented. Necessary corrective measures are immediately taken on the basis of reviews done at different levels.

Replacement of Outdated Escalator at IGI Airport, Delhi

453. SHRI RAMACHANDRAIAH RUMANDLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) when was the escalator which met with the accident at the Indira Gandhi International Airport commissioned;

(b) the life span of such an ascalator;

(c) the reasons for not replacing it when it had become old;

(d) the persons responsible for the lapse; and

(e) the action taken to modernise and improve the facilities to upgrade airports?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) The escalator was commissioned in May, 1986 and its life span was a minimum of 20 years;

(c) and (d) Do not arise.

(e) The following steps have been taken by AAI to improve the facilities to upgrade airports:—

(i) The escalator and other such equipment are being upgraded.

(ii) Instructions for use of these equipments have been displayed prominently for the benefit of the users;

(iii) The staff of all the agencies at the airport have been imparted familiarisation training for use of the equipment and for dealing with any unforeseen situation.

(iv) Maintenance procedures have been improved and periodical inspections have been enforced strictly.

Non-Functioning of Cat-II Instrument

454. SHRI YADLAPATI VENKAT RAO:
SHRI C. RAMACHANDRAIAH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether on 5th January, 2000, the Cat-II instrument landing system in Indira Gandhi International Airport failed to work and guide landing of aeroplanes;

(b) if so, the reasons therefor;

(c) the action propose to make alternative arrangements in case of such equipment failure; and

(d) the remedial action proposed in view of the Indian Pilots Association's strong protest for the use of runway 10 during poor weather?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. The localiser was unserviceable between 1105 hours and 1143 hours on 5-1-2000 due to a communication failure of the remote lines in the critical area of the localiser.

(c) In case of unserviceability of the Cat-II Instrument